

# HEARST HYLAN SPLIT SEEN IN TRANSIT PLANS

Hedges Believes Mayor Will  
Abandon Ownership  
Ideas Soon.

FARE PLEA GAINS FAVOR

City Has Offered No Solution  
for B. R. T. Difficulties,  
Says Garrison.

A possible break between Mayor Hylan and William Randolph Hearst with the ultimate abandonment by the Mayor of his municipal ownership ideas and a cessation of his opposition to increased fares for the traction companies was forecast yesterday by John E. Hedges, receiver of the New York Railways Company, in the course of a speech at a luncheon of the Chamber of Commerce of the Borough of Queens. Mr. Hedges did not mention Mr. Hearst by name, but the reference to the journalist-politician was so obvious as not to escape any one of the 250 persons present.

Incidentally Mr. Hedges said he believed when Mayor Hylan became convinced that his conclusions regarding the local traction situation were not based on facts he would admit that he had been misinformed. Also Mr. Hedges repeated his assertion recently expressed at Atlantic City that as soon as the time came when he would have to pay operating expenses of the surface lines out of capital, in other words, when the fast dwindling reserves became completely exhausted, he would recommend to United States District Judge Maxcy that he be run into the barn and kept there until an increase of revenue is provided.

It was a day for plain speaking, and besides Mr. Hedges Lindley M. Garrison, receiver of the B. R. T. system, gave some elementary facts regarding the city's traction problem to the men from Queens. Both speakers were well received and enthusiastically applauded. The basic idea of the speech was that the city's financial situation was such that the public with the facts of the situation and through the public city officials, who both receivers had, have not as yet taken the trouble to learn them.

**Plan for Settlement.**  
"The whole question," said Mr. Hedges, "could be settled in a few days if organizations such as the Queens Chamber of Commerce served notice upon the city officials that present conditions must change."

"The man who states as a truth a thing that is not a fact is in mental warfare with and betraying the community," which he stated by the way, does this either for applause or for possible future personal preferment is committing mental larceny, predicated upon the fact that the speaker's rhetorical effect upon the common people.

"But the people aren't so common as some people commonly think. The Mayor has no more right to take the money over to the city. The Mayor has no right to believe—if he does believe it—that city ownership is the remedy for the situation. But the city has no money, and he believes that if the city owned the lines the fare would remain at 5 cents."

"The Mayor is relying too much on another person. And that other person is not getting economics but politics under the guise of economics for its political effect upon a great part of the population. But I think that that person is getting ready to sever his intimacy with the Mayor, and when the Mayor is convinced that he has reached his conclusions without the facts I think he will admit that he has been misinformed—that he went to the wrong source for his information. When the people are convinced they will pay an increased fare with willingness and there will be an end of this journalistic hydrophobia."

"It's a pretty serious responsibility to destroy hundreds of millions of dollars worth of property, and if I were the Mayor I'd try to run the cars for a period on an increased fare. If I came to the conclusion that I had guessed too high in a rate of fare I'd lower it, and if I guessed too low I'd raise it. But I'd try it out for a time."

Mr. Hedges referred to the frequently repeated charge that there was a lot of water in the stock of the traction companies. That water, he said, has long since been pumped out. It is still used to quench the thirst of persons who are rhetorically dry.

"The value is there," Mr. Hedges went on, "and I would like to see the people who own the bonds of these companies get their value for them. I don't want to see the city commit grand larceny by paying on the intelligence of a great mass of the people who don't know what the facts are."

**Refuses to Be Timed.**  
"I repeat, when the time comes that I shall have to pay operating expenses out of other people's capital I'll ask the court to run the cars in the barn, for I will not be a thief."

"We have been talking of our rights in this country for 140 years, but there is no such thing as a right without an obligation. Judge Garrison, who is a man of no mind, has said that he is a Democrat—I will agree with me on that. There is an obligation on the part of the people of this city to see that the cars are run for the common good and the social development of the city. It has been demonstrated—not argued, but demonstrated—that the thing that can be done at the rate of fare the city authorities say it must be done."

Mr. Garrison in his speech charged that the city authorities had not come forward with any constructive suggestion for the solution of the traction difficulty and had not so far sought to inform themselves of the actual facts in connection with the B. R. T. situation. There has been no time, he said, since the appointment of the city officials, who could not have had access to every document and every piece of information concerning the financial condition of the company that is in the archives of the corporation.

"So far," he continued, "all that we have been able to learn regarding the city's attitude is that the Mayor and his associates will not contemplate an increase of fare. That is no solution. We hear incessantly of scandals of the past. That is no solution. If the city house has no roof it is of no use to discuss Mr. Tweed's shortcomings. The thing to do is to go to a roof and have a roof put on."

"We hear the thing to do is to turn the lines over to the city. I don't know under what possible law that could be done. Certainly I have no authority to turn the lines over to the city. If the city has a solution that is sensible, decent and honest we will be only too glad to adopt it. The court of public opinion would compel us to do so. But instead all we get are negations—suggestions that we scrap the lines, and

## Continue the Habit

During the war many people learned for the first time to save—to save and invest. If you are one of these you now feel the personal benefit of having accumulated some capital.

Do not forget the helpful lessons you have learned—it is better to continue to keep a portion of your money than to spend it all.

You cannot find a safer investment for your savings than our First Mortgage Certificates. They pay 5% interest and you can invest your money for from three to five years.

We have guaranteed \$700,000,000 in the past 27 years and no investor has ever lost a dollar.

## BOND & MORTGAGE GUARANTEE CO.

Capital and Surplus, \$10,000,000  
170 Broadway, New York  
175 Remsen St., 196 Montague St., B'klyn  
350 Fulton St., Jamaica  
67 Jackson Ave., Long Island City

they get us nowhere. The situation, furthermore, is apt to remain the same until the great body of the people forces the city officials to consider a solution (that is, if it is not just now).

"There is only one source of revenue, and that revenue has to be pumped in at the bung hole to keep pace with the flow from the spigot."

## FLATLANDS MAKES APPEAL TO NIXON

Fifteen Cent Fare From Park  
Row to Bergen Beach  
Is Fought.

The Brooklyn City Railroad Company reported yesterday that "many improvements were made in the independent operation of the car lines." "Kush hour traffic was handled without any unusual delay." Nevertheless, residents of outlying districts, notably Flatlands and Bayside, are protesting against the increased fares.

A committee representing the Flatlands Property Owners' Association visited Public Service Commissioner Nixon yesterday afternoon requesting that he take action to prevent the railroads from exacting a 15 cent fare for a ride from Park Row to Bergen Beach.

The Commissioner declared he would hold a public hearing at which all interested parties—the public, the traction companies and the Corporation Counsel—could appear.

Residents of Flatlands, a new and growing section, contend that property values there have declined 25 per cent as a result of the burdensome transit conditions. There will be a mass meeting at Public School 119 on Friday night in protest against the proposed increase. The meeting will be held at the residence of Commissioner Nixon, B. R. T. officials and members of Mayor Hylan's Vigilance Committee have been invited to give their views on the situation. They will fight any attempt on the part of the city to increase the assessed valuation of their properties (or taxation) purposes.

The taxpayers' associations are meeting this week at Coney Island to consider the transit situation.

The Brooklyn City Railroad Company's statement, yesterday, declared that "a check on traffic conditions is being made with a view to improving the service, due to the readjustment and complications entailed by the reorganization of the company."

Additional service has been provided on the elevated and subway lines to accommodate the increased traffic, which has been estimated at more than 50,000 extra passengers a day. The headways between trains have been reduced to facilitate matters.

Hundreds are still walking. According to Grover Whalen, Commissioner of Plants and Structures, city buses will be running through Brooklyn within two days. At the start there will be 400 buses and the fare will be five cents.

## ASQUITH ENTERS PROTEST.

Objects to Interference in Affairs of Russia.

LONDON, Oct. 21.—Addressing Liberals at Westminster to-night Herbert H. Asquith, former Premier, protested strongly against interference in the affairs of Russia. He asserted that the Government had expended hundreds of millions in the operations in Russia since the armistice and urged the Liberal leaders to challenge the Government for a full statement on the subject.

Mr. Asquith appealed for a drastic reduction of armament as proof of good faith in the League of Nations. He urged the necessity of a new budget and taxation to meet the serious financial situation. He advocated a levy on war profits and an inquiry into the question of a general levy on capital as a means of reducing the war debt.

## U. S. AVIATORS JOIN POLES.

Major Fauntleroy Commands Pursuit Squadron.

By the Associated Press.  
WARSAW, Oct. 19. (Delayed).—The Kościuszko squadron of American aviators will leave to-morrow for Lemberg, where it will join the Polish pursuit squadron, which Major Fauntleroy, an American, will command.

The squadron is equipped with the latest Austrian aircraft and is expected to go shortly to the Bolshevik front. Lieut. E. P. Graves of Boston and E. W. Chess of El Paso are expected to join the Americans within a week. Major Fauntleroy is seeking a few more American fliers for his squadron.

## GERMAN GOODS REACH BRITAIN

Pianos, Toys, Clocks and Enamelware in Cargoes.

Special Cable Despatch to The Sun from the London Times Service.  
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LONDON, Oct. 21.—German goods are arriving in England. Within the last few days ships from the Continent have unloaded at East Coast ports the first German pianos seen in England since the war.

One observer reports seeing seventeen cases of musical instruments disembarked and fifty-three cases of alarm clocks. Other consignments included eight cases of cutlery, two of china toys, eight of electric bells, 252 of glassware, sixteen of earthenware and 110 of enamelware.

Files closed in 6 to 14 days.  
Dreadful refund money if PAID ONTMENT falls to curing Blind, Bleeding or Protruding Warts, Trichinosis, Scabies and Itch. You can get relief from these and all other skin diseases. Write the first application. Price 60c—40c.

## LEAGUE OF NATIONS IN TRADE, LAUNCHED

Delegates to International  
Conference Unanimously  
Adopt Huge Plan.

GERMANY TO BE BARRED

Needs of Each Country Told—  
U. S. Exchange May Cause  
Loss of Commerce.

Special Despatch to The Sun.

ATLANTIC CITY, Oct. 21.—A commercial league of nations was formally launched here to-night. Under plans, authorship of which is principally ascribed to the Belgians, the temporary organization and outline of a constitution were unanimously adopted by delegates to the International Trade Conference meeting in the Hotel Traymore.

The tentative scheme of the organization provides that only the commercial bodies of nations members of the League of Nations may be members of the international trade body. There will be a board of directors, comparable to the council of the League of Nations, and a permanent international headquarters, with corresponding headquarters in every nation.

Under the terms of the plan Germany, Austria and their allies for the present are excluded. The league will be a formal adoption of the project was the crowning event of a day in which great progress was made in the statement of the needs of the European and American nations and the terms upon which the United States may be in a position to supply them.

Among those who spoke at the meeting to-night were M. Canon-Legrain of Belgium, father of the league plan; M. Schneider, France; Sir Arthur Shirley Bunn, England; and M. Mylius, Italy. Edward A. Filene, Alva B. Johnson, Edward N. Hurley and A. B. Farquhar spoke for the United States. All unanimously approved the plan.

## Tell of Nations' Needs.

Excellent progress was made throughout the day in the exchange of ideas as to prices and rates, as well as needs among the various committees meeting by commodity groups. The French mission made a full statement of what its needs would be and discussed frankly the proposed interest rates in the United States. Baron Du Marais of the Credit Lyonnais said he recognized that France would have to pay rates higher than European borrowers are accustomed to. He also recognized the larger expense of placing securities in the United States.

"We expect to pay the market price for French goods," he said. "France's total needs for the year will amount to between eight and nine hundred million dollars worth of goods. Food, fuel, cotton, copper and steel will be the principal commodities to be imported. Credits for ten years will be asked on these imports. For 1921 the requirements of France will be much less than those of the current year, he said. The principal cause for the need of these imports, he pointed out, was the extent to which French industrial processes had been ruined by the war. The Government had given industrial machinery to the American, Russian and Rumanian armies as well as the French, and to the fact that the American field artillery supplied all the American field artillery, light tanks and 65 per cent of the airplanes.

## Denies Light Taxation.

Eugene Schneider opened the discussion on behalf of the French by showing that the criticism against alleged light taxation in France during the war was unfounded. He said: "There may have been some misunderstanding in the United States in regard to France's efforts since the war. Some have believed that our taxes are not sufficient. In reply to his last point out that whereas the per capita tax in the United States is \$43, in France it is \$52. We will show that our position is quite different from what it is thought to be."

"If Germany should pay promptly what she is obliged to pay France, she would be in a much better position. She does not pay promptly France herself will have to make larger advances. Anyhow the credit of France does not rest entirely upon Germany's payment. In the devastated regions of France it has been necessary to go ahead and not wait for German reparation payments, and the French Government has had to advance 25 per cent for reconstruction. Additional advances will be made by the French Government if necessary."

In specifying France's needs for 1920, M. le Baron du Marais said that \$150,000,000 worth of food would be needed, \$470,000,000 worth of copper, \$200,000,000 worth of cotton, \$75,000,000 worth of fuel, oil and gasoline, and that steel and other necessary requirements would bring the total up to the figures mentioned.

The French delegates plainly intimated, however, that they were going to shop for their needs. They will not buy here if the burden of interest and unfavorable exchange is too heavy. In this connection a distinct movement became evident here this afternoon to reduce the proposed interest rates, particularly to French and Belgian borrowers.

## Proposes 5 Per Cent. Interest.

A. B. Farquhar, a manufacturer of farming machinery who served on the United States Shipping Board during the war, put forward the idea that these credits should not carry more than 5 per cent.

"I do this as a business man, not as a banker," he said. "There may be banking companies that will require a larger rate, but to those of our allies who fought our war before we got into it, we should extend credits at a rate no higher than we ask of first class American security."

Mr. Farquhar contemplates issues of debentures by groups of European creditors bearing some official guarantee by their governments and placed with the banks of their regular patronage by the American vendors of the goods.

Details of the Italian needs were also developed to-day's session. What is the principal one and Italy cannot begin to import her other necessities in cotton, edible oils, meat, condensed milk for manufacturing and mules until she has the wheat necessary for the sustenance of the population.

According to Bernardo Attolico, who represents Italy on the Supreme Economic Council in Paris, Italy will need 3,500,000 tons of wheat, most of which she would like to buy in the United States and Canada. Two-thirds of the entire cereal requirement will be bought in the United States, he said, and the rest in Argentina, though arrangements there are not as satisfactory as they were before the war.

Italy's metal needs for the next five years were set forth by Prof. Luigi Luigi as follows: Pounding pig iron, 200,000 tons; plates and shapes, 40,000 tons; ingots and semi-finished steel and rails, 215,000 tons; scrap iron, 100,000 tons; tin plates, 5,000 tons; copper, 15,000 tons; zinc, 10,000 tons; 10,000 tons, making a total of 605,000 tons.

"We will electrify thousands of miles of railroad as soon as capital is available," Prof. Luigi said. "We would welcome this capital from Italy. The improvement of Italian handicrafts, Naples and Venice, especially, is immediately needed. We would be glad to have outside enterprise undertake this."

The British suggested to-day in view of the big demands for metal products on the Continent and the inability of either the British or American market to supply them, that the British and American interests assist the Americans, each accepting a share of the orders to the possible sacrifice of their respective domestic needs and in the interest of speedier production of the metal products.

The need for shipping pig iron in cotton laden ships was accentuated by Marshal Stevens.

Battle John King of the British mission assured the metals conference that the low tide in British coal production had been passed and that production had even now on the mend and will continue to improve. He pointed out that with 1,000,000 Britons dead shortage of labor was affecting all England and that the kingdom was in the market for all sorts of labor-saving devices.

From Sir Arthur Shirley Bunn, head of the British mission, came the suggestion, surprising to some of his hearers, that the use of an instrument of the present time was to be freed of Government interference throughout the world.

Battle John King got a hearty round of applause when he suggested that the British were not envious of the vast new American merchant fleet.

"We'll meet you in a sporting way as we see it," he said, "and you'll find we're no worse sportsmen than ashore."

Edward N. Hurley and other former members of the Shipping Board and the shipping industry, present at the meeting, indicated that the Americans were glad to find the British treating the shipping question in a cooperative spirit.

**Objects of the New League.**  
The purpose of the commercial league of nations is to promote international commerce, to secure harmonious action on all international questions involving commerce and industry, to secure nations and progress and cordial relations between the countries and their citizens by the cooperation of business and their associations devoted to the development of commerce and industry.

The permanent international headquarters will centralize all data concerning economic subjects and social conditions, the facts relating to respective needs, present productions and future possibilities of each country.

It will act as an instrument of coordination and will suggest regulations and legislative measures to facilitate and encourage the development of economic intercourse; inform public opinion of the conditions of commerce and business conditions, and through dissemination of the views of technical experts and business men put forward the results of their studies and conclusions prepared by those experts and business men.

## FRIENDS OF TREATY WILL COMPROMISE

Continued from First Page.

rect in his claim that he can count forty-nine Republicans—the entire strength on that side of the chamber—and six Democrats for the reservation programme. Not only this, but it was declared that unless the Democrats unite in the efforts to substitute a milder reservation project, there would be from nine to fifteen more Democrats join the ratification phalanx on the final vote, thus insuring with the force Senator Lodge has already accounted for, the necessary strength to ratify—that is, sixty-four votes, constituting two-thirds of the body.

In this connection it was declared that certain Democrats know perfectly well that to cast a final vote against ratification would mean the end of all chance for their reelection. Senator Pittman (Nev.) was mentioned as one of those who did not deny it. Senator Chamberlain (Ore.) was mentioned in the same category. For these and several other Democrats, whose terms expire in 1921, it is regarded as absolute political suicide to vote against ratification of the treaty.

**Compromise, Democrats Say.**  
Senator Hitchcock explained that the Foreign Relations members wanted advice as to their course to-morrow. "All right, the best advice is to fall in with the best compromise you can get on reservations," declared one of the Senators.

Senator Hitchcock said he would wait and see what sort of a ratification resolution the committee majority would formulate before determining his course. He pointed out that the defeat of the resolution of ratification does not kill the treaty; it will still be before the Senate, though most Republicans and many Democrats unite in declaring that in such circumstances it will never again get the necessary votes to be continued indefinitely.

Senator Hitchcock's view is that the treaty can be killed only by a two-thirds vote for indefinite postponement or by commitment to the Foreign Relations Committee, which would then reject it. His resolution of ratification had been rejected, would never bring it out again. But whether it is possible either to postpone indefinitely or to recommit is doubted on both sides.

**British Vote Disapproved.**  
The United States reserves the right upon submission of any dispute to the Council or the Assembly, to object to any member and its self-governing dominions, dependencies or possessions having in dispute more than one vote; and in case such objection is made the United States assumes no obligation to be bound by any election, finding or decision which such member and its self-governing dominions, dependencies and possessions have in the aggregate cast more than one vote.

Senator Borah (Idaho) with all the confidence in the world declared to-day that "the one best bet is that the treaty will be rejected. He would not say why and he assumed an air of mystery when pressed for his explanation. Nevertheless, it is a fact that for two or three days there has been a persistent impression that something is "up the sleeve" of the irreconcilable opponents and that they have reason to expect developments that will enable them to win a clean victory by rejecting the document.

In this connection there is resumption of talk about a resolution declaring the state of war ended. If a deadlock supervenes in which the treaty cannot be ratified and yet cannot be killed such a measure will be brought in and rather than have the anomalous status continue very long, it is believed the resolution would pass.

Senator McCumber (N. D.) presented a resolution which he proposes to-day a series of resolutions which seek a middle ground between the Lodge formula and the attitude of extremists on the other side who want no reservations at all. Of these, the one dealing with Article X is precisely identical with the reservation that President Wilson, in several speeches on his trip said he would be equivalent to reject the treaty. These reservations of Senator McCumber follow:

"1. That the United States understands and so construes Article I, that in case of notice of withdrawal from the League of Nations, as provided in said article, the United States shall be sole judge as to whether all its international obligations and all its obligations under the said covenant have been fulfilled.

"2. The United States assumes no obligations to preserve the territorial integrity or the political independence of any other country, or to interfere in controversies between nations, whether members of the league or not, under the provisions of Article X, or to employ the military and naval forces of the United States and are to be interpreted by the United States alone and is hereby declared to be wholly outside the jurisdiction of said League of Nations; and it is provided unaffected by any provision in said treaty contained.

"3. The United States refrains from entering into any agreement on its part in reference to the matters contained in Articles 156, 157 and 158, and reserves full liberty of action in respect to any controversy which may arise in relation thereto.

**Situation Is Tangled.**  
So there is a good deal of confidence among the pact's supporters that even should it be rejected by the Senate, its enemies say it will be in a permanent comatose condition, however. Altogether the parliamentary situation is a very pretty kettle of fish.

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**Will Meet Every Two Years.**  
The membership of the organization will consist of chambers of commerce, commercial organizations, banking associations and similar associations. Firms, corporations and individual bankers or business men will be eligible as associate members by vote of the board of directors and under regulations to be prescribed by the directors.

In any nation having a national organization of the commercial interests, the members of the board of directors will be chosen by that organization.

The regular meetings of the general membership will be held every two years, with special sessions for calling special meetings when necessary.

The committee that presented the report recommended that the nations represented in the conference—Great Britain, Belgium, Italy and the United States—shall constitute a temporary organization, and that a joint committee be appointed representative of those nations, to prepare a plan for permanent organization.

In the plan for voting at the general sessions the novel expedient is adopted of providing first a vote by individual hands. Then, if two nations demand it, there shall be a vote by national delegations, which will ratify the vote by hands and make it final, thus solving the question of representation which bothered the Peace Conference.

The question of the seat of headquarters is already arousing controversy. The Americans want it abroad and the Europeans want it here. Brussels has been suggested by the French as the proper place. Geneva also has been mentioned. London has many partisans among the American delegates.

## 40 DIE AS MINE CAGE DROPS.

PENRANCE, England, Oct. 21.—An accident in the Levant mine at St. Just, Cornwall, to-day, caused at least forty deaths. Dozens of miners were injured. The main winding machine collapsed while 150 men were being lowered into the mine in a cage.

Forty bodies have been recovered, and it is probable other persons were killed.

## UNDECIDED IN STEEL PROBE.

SENATE COMMITTEE SOON TO CONSIDER TAKING MORE EVIDENCE.

WASHINGTON, Oct. 21.—Members of the Senate Labor Committee investigating the steel strike were unable to decide to-day just what steps would be taken to complete their work. Chairman Kenyon said that before the end of the week he would call an executive session at which the question of taking more evidence would be threshed out.

One-third at Work in Youngstown.

YOUNGSTOWN, Ohio, Oct. 21.—Official estimates of observers place the number of men at work in the steel mills of the Youngstown and East Youngstown districts at 12,000, or one-third of the total. The Carnegie Steel Company started two more finishing mills to-day.

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Continued from First Page.

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